

MYSTERIOUSLY SHOT IN PARK WHILE WALKING WITH GIRL

Two Strangers Fire on John Hotowak When He Refuses to Give Up Valuables.

A man was discovered staggering out of Central Park at 110th Street and Fifth Avenue last night by Sgt. Cassidy of the Park Police. He gave the name of John Hotowak, twenty-three, of the Arston Hotel, 160th Street and Third Avenue, and said that while walking in the park with Miss Anna Sadowska of No. 211 West 111th Street, he was approached by two men who demanded his watch and pocketbook.

PIMP! WELL, DON'T BE

People Notice It. Drive Them Off with Dr. Edwards' Olive Tablets

A pimply face will not embarrass you much longer if you get a package of Dr. Edwards' Olive Tablets. The skin should begin to clear after you have taken the tablets a few nights.

Dr. Edwards' Olive Tablets are a purely vegetable compound mixed with olive oil, which you will know them by their olive color.

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GRASPING COAL BARONS WIPE OUT CANAL ROUTES AND THE CONSUMER PAYS

Water Carriers Are Choked Up to Make Business for the Coal Owned Railroads.

In the Old Schuylkill Canal Days Coal Came to New York at a Cost of 40 Cents a Ton.

By Sophie Irene Loeb.

The coal question which The Evening World has investigated for the benefit of the consumers, which has been characterized by one of the most vital basins of all industry and upon which every cent of living must be reckoned, presents the following findings:

That the grip on the anthracite coal by a few coal barons has been such as to discourage production by independent operators and thus lower the supply, which consequently has increased the price.

That all along the line, from the time the coal leaves the mine until the consumer receives it, there are artificial profits that have been built up by years of close control of this most necessary commodity.

That the coal upon which New York is dependent is controlled by three corporations, two of whose interests also control the railroads that carry the coal.

Royalties paid by outside operators who had entered the field controlled by these corporations have amounted to as high as \$1.44 per ton.

The Philadelphia and Reading Company, the largest one, which controls 2,000,000,000 tons of available anthracite and thus controls nearly half of the output of the United States, has been able to hold on to these enormous properties by being owned by the owners of the railroad that carries coal, added to the low taxations of their property, which the people of Schuylkill County have been

unable to raise.

There are vast mountains of culm coal, which Dr. Garfield admits is as good as freshly mined coal, lying out on the surface of the land, that can be put on cars at a cost of from 10 to 40 cents a ton, but which, if it would flood the market, would tend to reduce the price of coal, and which therefore has been left on the surface for from forty to fifty years.

This coal in early days was mined, but set aside because in those days the smaller sized coal was used. In those days it cost little or nothing to mine it.

Thousands of tons of this culm coal are now being shipped to the market at the market prices, resulting in huge profits to the coal corporations. The labor prices paid to day do not begin to warrant the prices to which coal has been raised.

ELIMINATING CANALS AND MAKING THE PEOPLE PAY.

And now The Evening World in its investigation calls attention to the canals which run along the two largest companies' properties—the Schuylkill and Lehigh Canals.

The coal companies have acquired the right to these canals and have practically thrown them into disuse and thus eliminated competition.

Coal was carried via these canals to New York for less than one-quarter the price it costs now by rail.

For example: The canal built by the Schuylkill Navigation Company, the length of which is about 18 miles along the Schuylkill River to Philadelphia, was built long before the Reading Railroad, and there was competition for nearly forty years.

As early as 1860 over one million tons of anthracite passed over it to Philadelphia during the season. Coal came to New York at a cost of 40 cents a ton.

In order to eliminate this competition, the Reading Railroad Company first entered into a contract with the Schuylkill Navigation Company, and which, by agreement, to maintain its rates, the canal company was to receive 40 per cent. of all the coal tonnage during the season.

This in itself proved the terms of equality under which the canal and the railroad were operating as carriers.

But the output of anthracite tonnage increased enormously, and, according to the President of the Reading Railroad Company, "I set myself to work to cancel that agreement and obtain a lease of the canal, and we succeeded in doing so, and then, of course, we cancelled that agreement; we prevented competition."

And in this way the railroad company obtained a lease for the canal for 999 years at an annual rental of \$555,000.

The transaction was described by the Reading Railroad Company in its report as follows: "Upon the 12th of July last, after a negotiation of many months, the company entered into a lease and contract with the Schuylkill Navigation Company, and took possession of the works and property of the latter company, thus terminating, in a friendly spirit and, it is believed, to the satisfaction of the holders of the securities of both companies, a rivalry that had existed so many years."

And subsequently the Reading Railroad Company acquired nearly all of the outstanding capital stock and debt of the canal company. The traffic on the canal fell from 1,000,000 tons in 1900 to less than 100,000 tons in 1917.

In the words of the President of the railroad company: "It was one of the best strokes of policy to lease the canal, and by doing so the railroad company had saved hundreds of thousands of dollars a year."

There is still about ninety miles of the canal in good condition, and it is estimated that the balance of it could be easily put in operative shape. The question is, Why isn't it done in these times of stress, when there is a shortage of railroad cars and engines and when the price of carrying the coal would cost so much less and therefore reduce the price of coal appreciably—and especially when the Government may control both the railroads and waterways?

HAIR COMING OUT?

Dandruff causes a feverish irritation of the scalp, the hair roots shrink, loosen and then the hair comes out fast. To stop falling hair at once and rid the scalp of every particle of dandruff, get a small bottle of Danderrin at any drug store for a few cents, pour a little in your hand and rub it into the scalp. After several applications the hair stops coming out and you can't find any dandruff.

BELL-ANS FOR INDIGESTION

6 BELL-ANS Hot water Sure Relief

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APPEAL MADE FOR AUTOS TO CARRY SPEAKERS IN LIBERTY LOAN DRIVE

Campaign Committee Asks Owners to Donate Their Cars at Least One Evening a Week.

THE Liberty Loan Committee to-day appealed to all automobile owners to lend their cars at least one evening a week, more if possible, for the purpose of taking Liberty Loan speakers to meetings in all parts of the city.

Owners are asked to report at the outdoor headquarters, No. 1155 Broadway.

NATION PASSES BILLION MARK IN FOURTH LOAN DRIVE

(Continued from First Page)

New York 123
Philadelphia 114
Richmond 112
Dallas 107
Cleveland 107
Atlanta 106
Kansas City, (no returns received)
The New York official total as given at 10 o'clock this morning by the Liberty Loan Committee at No. 120 Broadway was \$246,940,000. This included overnight subscriptions of \$24,727,500.

The largest subscription received thus far to-day is that of the John Hancock Life Insurance Company for \$600,000. This and other subscriptions received up to 2 o'clock this afternoon made an unofficial grand total for the district of \$261,174,050. Among the other large subscriptions to-day were the following:

Delaware, Lackawanna and Western Coal Company, \$1,000,000.
Lehigh Valley Coal Sales Company, \$1,000,000.

Rossia Insurance Company, \$650,000.
General Chemical Company, \$500,000.
Republic Iron and Steel Company, \$500,000.

Mutual Chemical Company (additional), \$400,000.
National Aniline and Chemical Company, \$310,000.

Michigan Alkali Company, \$300,000.
Capt. J. R. De Lamar, \$500,000.
August Belmont, \$250,000.

Estate of Anson W. Hard, \$200,000.
Atlas Powder Company, \$150,000.
Harlem Savings Bank, \$150,000.

Terminal Warehouse Company, \$100,000.
Texas Pacific Coal Company through Mechanics & Metals Bank, \$100,000.

American Drywood Company, \$100,000.
S. O. Stray & Co., \$100,000.

Chubb & Son, \$100,000.
T. L. Manson & Co., \$100,000.

Bills, Dallet & Co., \$100,000.
Mercantile Incorporated Company, \$100,000.

H. Jacob & Son, \$100,000.
Because of the emergency and in response to a special appeal from Washington to-morrow will be observed as "Liberty Loan Sunday" in all parts of the country. Clergymen will substitute "loan talks" for the usual sermons.

It was announced to-day that 86 national and state banks and trust companies of New York City have agreed to make 90-day loans at 4 1/2 percent interest on Fourth Liberty Loan bonds, and to do this without interest.

CLOSING STOCK QUOTATIONS.

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\$100.00.

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